Ministry of Justice

ANNUAL REPORT
2012

ENHANCED TRAFFIC ENFORCEMENT PROGRAM

A partnership between the Insurance Corporation of British Columbia (ICBC), the Royal Canadian Mounted Police (RCMP) "E" Division and the Policing and Security Branch, Ministry of Justice.

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List of Acronyms

ALPR	Automated Licence Plate Recognition
BAC	Breath Alcohol Content
BC	British Columbia
BCACP	British Columbia Association of Chiefs of Police
BCAMCP	British Columbia Association of Municipal Chiefs of Police
BCP	BaitCar Program
CCC	*Criminal Code of Canada*
CVSE	Commercial Vehicle Safety and Enforcement
ET	Enforcement Team
ETEP	Enhanced Traffic Enforcement Program
EVDR	Emergency Vehicle Driving Regulation
GPS	Global Positioning System
JAG	Ministry of Justice
JMT	Joint Management Team
ICBC	Insurance Corporation of British Columbia
IMPACT	Integrated Municipal Provincial Auto Crime Team
IRP	Immediate Roadside Prohibition
IRSU	Integrated Road Safety Unit
ISC	Intersection Safety Camera
MOU	Memorandum of Understanding
MoTI	Ministry of Transportation and Infrastructure
MVA	*Motor Vehicle Act*
MVAR	*Motor Vehicle Act Regulations*
OiC	Officer in Charge
OSMV	Office of the Superintendent of Motor Vehicles
PSD	Police Services Division
RCMP	Royal Canadian Mounted Police
RSU	Road Safety Unit
TSC	Traffic Safety Committee (BC Association of Chiefs of Police)
TSH	Traffic Safety Helicopter
VT	Violation Ticket

Minister's Message

It is my pleasure to present the 2012 Enhanced Traffic Enforcement Program Annual Report. It chronicles a year of change, transition and improved transparency for the program, much of which stems from the renewal of the Traffic and Road Safety Law Enforcement Funding Memorandum of Understanding (MOU) in March 2012 between the Insurance Corporation of BC and the Ministry of Justice.

In fall 2012, a new Governance Council was established, with defined roles and responsibilities for the key partners, to help provide strategic direction and oversight of resources. As well, enhanced reporting requirements, focused deliverables and ongoing evaluation of program tactics were implemented.

As in previous years, ETEP's primary enforcement approaches continue to be Integrated Road Safety Units (IRSUs), the Integrated Municipal Provincial Auto Crime Team (IMPACT) and the Intersection Safety Camera (ISC) program. These dedicated enforcement initiatives address British Columbia's most serious road safety and auto crime issues. As well, dedicated overtime resources backed summer and winter CounterAttack enforcement campaigns, supporting the Province's dramatic reductions in impaired driving deaths.

In addition, Police Services and the BC Association of Chiefs of Police Traffic Safety Committee helped host the Canadian Chiefs of Police national conference, entitled *Innovations in Road Safety: Driven to Distraction*. This conference brought together police and road safety partners to discuss challenges and best practices in the rapidly changing area of distracted driving.

During the past year, consultations were also held with provincial road safety partners and stakeholders to help develop the *2012 – 2017 ETEP Strategic Plan,* a 2012 MOU deliverable. This new plan will help to guide ETEP priorities and tactics, with the objective of contributing to further reductions in traffic injuries and fatalities.

The vital support and dedication of road safety partners has contributed to another successful year, with results that ultimately attest to improved road safety in BC.

The Honourable Suzanne Anton, QC
Attorney General and Minister of Justice

Mandate

To reduce harm on roads and vehicle crimes in BC through targeted enhanced enforcement and awareness efforts.

Program Overview

BC's Enhanced Traffic Enforcement Program (ETEP) is now in its tenth year[1]. ETEP is the only program of its kind in Canada and is a collaborative effort between the Ministry of Justice (JAG), Policing and Security Branch, the Insurance Corporation of British Columbia (ICBC), and the Royal Canadian Mounted Police (RCMP). Independent municipal police departments are represented as key partners through ETEP's Governance Council, Joint Management Teams (JMTs) and front-line police officers.

Under the MOU, ETEP annual funding is provided by ICBC with additional monies flowing to enforcement from the provincial police service agreement for police resources.

The Road Safety Unit (RSU), Policing and Security Branch, is responsible for delivering BC's enhanced traffic enforcement program.

The RSU works closely with its funding partner ICBC and its primary program delivery partner RCMP "E" Division Traffic Services. Consultation and collaboration also includes other major road safety agencies such as the Office of the Superintendent of Motor Vehicles (OSMV) and the Ministry of Transportation and Infrastructure (MoTI) as well as with stakeholders who have an interest in road safety initiatives.

RSUs responsibilities include: administrative and financial oversight of the program; funding for Integrated Road Safety Units (IRSUs), the Integrated Municipal Provincial Auto Crime Team (IMPACT) and Bait Car; and the operation of the Intersection Safety Cameras (ISCs). Other enforcement initiatives focus on priority issues such as impaired driving (i.e. CounterAttack road checks), and piloting enforcement technology, such as Automated Licence Plate Recognition (ALPR).

Program funding supports dedicated traffic enforcement units, road safety research, policy and oversight, evaluation, consultation and collaboration, communications and advertising, intelligence-led policing and advancing the use of new enforcement technologies.

The strategic principles governing ETEP are:

- Evidence-based enforcement strategies
- Sustainable and accountable program delivery
- Effective monitoring, measurement and evaluation

[1] The first MOU was signed in December 2003. See ICBC and Minister of Public Safety and Solicitor General *Traffic and Road Safety Law Enforcement Funding Memorandum of Understanding*.

- Support for road safety systems improvements, integrated policing and partnerships
- Promote public awareness of road safety enforcement activities

These principles guide the development, delivery and evaluation of enhanced road safety enforcement initiatives with the aim to make BC roads the safest roads in North America.

2012 Highlights

- The inaugural meeting of the Governance Council was held in September 2012. Members of the Governance Council are represented by Police Services Division, ICBC, RCMP and the Chair of the BC Association of Municipal Chiefs of Police (BCAMCP) Traffic Safety Committee.

- Enhanced traffic enforcement officers delivered about 36% of all *Canadian Criminal Code* charges for impaired driving in the province and 14% of *Motor Vehicle Act* sanctions for driving while under the influence of alcohol/drugs. Their dedicated efforts helped ensure the province met, and exceeded, its 2013 goal of a 35% reduction in alcohol-related motor vehicle fatalities.

- The number of motor vehicle related fatalities continued to decline from 364 in 2010, to 292 in 2011 and 280[2] in 2012.

- Unrestrained[3] occupant fatalities experienced a dramatic decline of almost 50% from 89 people in 2010 to 46 in 2012.[4]

- The Intersection Safety Camera program delivered improved efficiency and effectiveness, reducing violation ticket issuance from about five weeks to five days which contributed to an increase in payment rates from 69% in 2011 to 91% in 2012. The program was also recognized as a finalist in the 2012 Premiers Awards for Innovation and Excellence.

- IMPACT experienced another successful year targeting auto crime. There was a 19% increase in total IMPACT (Enforcement Team and BaitCar) arrests. In particular, the Enforcement Team arrested 22 more auto thieves in 2012 than in 2011.

- In May 2012, the Canadian Chiefs of Police Traffic Committee, with support from the RSU, delivered a national conference on distracted driving in Vancouver, BC. The conference, *Innovations in Road Safety: Driven to Distraction*, explored ways and means to manage the enforcement and road safety challenges presented by distracted driving in Canada.

- The Justice Institute of BC provided *Intoximeter Conversion Courses* to 86 officers and *Intoximeter Certification* to an additional 32 officers, ensuring a smooth transition as the old Datamaster breath test tool used at police stations is phased out of use.

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[2] Data retrieved from TAS and current as of June 30, 2013.
[3] Unrestrained occupant related fatalities include those identified as not wearing a restraint (seatbelt, lap belt, infant and child restraint system and booster seat).
[4] Ibid.

ETEP Governance

A primary objective of the renewed 2012 MOU was to enhance ETEP governance and accountability. This was accomplished by the development of the Governance Council and its roles and responsibilities.

On September 19, 2012, the inaugural meeting of the Enhanced Road Safety MOU Governance Council was held. Executive representatives of the Ministry of Justice, ICBC, RCMP "E" Division and the BCAMCP endorsed the new Governance Council, including roles and responsibilities.

Membership on the Governance Council is comprised of four Directors or their delegates, representing the following:

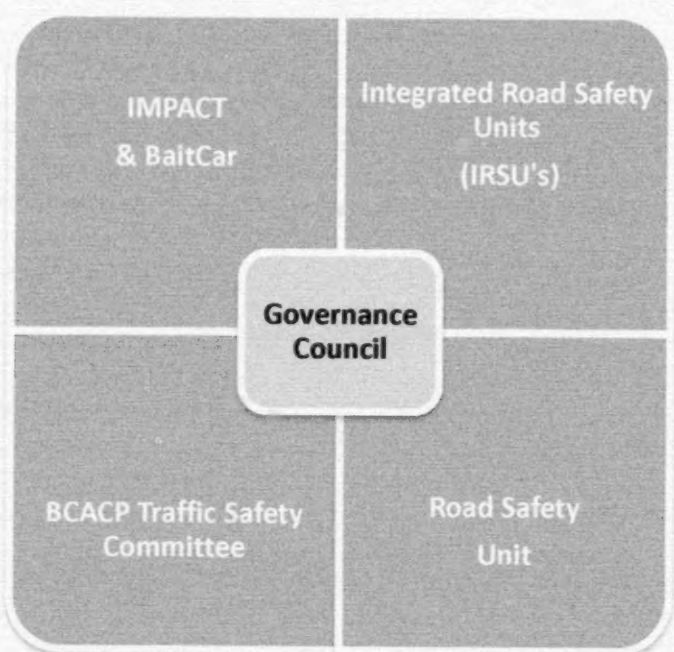
- Assistant Deputy Minister and Director of Police Services (Chair)
- ICBC Director of Road Safety
- BCAMCP representative (not same as Advisory Committee member), and
- RCMP Assistant Commissioner Criminal Operations & CORE Policing

The primary purpose of the Governance Council is to ensure that the funding provided under the MOU is spent on ETEP programs[5] in a cost effective manner, and that ETEP contributes to improved road safety and ICBC savings. The Governance Council also provides advice on improving road safety and on the continuation of ETEP.

The duties and responsibilities of the Governance Council are: review and approve the Advisory Committee duties and responsibilities; provide advice to Police Services Division (Road Safety Unit) on the development and implementation of the strategic plan for ETEP; review and endorse the annual IRSU Service Plan, ETEP Operational Plans, ETEP Annual Reports; monitor the performance of ETEP towards the approved strategic objectives and performance against the Operational Plan and, where appropriate, review and recommend any significant changes to ETEP.

There is also an Advisory Committee to the Governance Council. The Advisory Committee

Figure 1: Governance Council Membership



[5] Schedule C of the MOU.

includes representation from government, police agencies and ICBC. The Advisory Committee acts as a consultative body by providing stakeholder input and feedback on the ETEP, including activities and policies.

The IMPACT Policy Board, comprised of senior representatives from "E" Division Major Crimes, BCAMCP, as well as ICBC, Criminal Justice Branch and Policing and Security Branch, also meets regularly to review IMPACT strategies and provide policy guidance to the provincial integrated auto crime program.

Strategic Plan

Under the terms of the 2012 Memorandum of Understanding (MOU), a strategic plan was to be developed and adopted to guide ETEP.

Initiated in 2012, the *2012-2017 Strategic Plan* will set out ETEP priorities over the next five years. As road safety is an evolving issue, this framework will be flexible to enable partners to respond to emerging road safety issues and ensure alignment of ETEP priorities with other road safety agencies. Identifying front-line policing and road safety concerns, as well as enhancing road safety initiatives undertaken by police and other stakeholders were key elements in developing the *2012-2017 Strategic Plan*.

The underlying principle will be to identify, by way of research and data analysis, the most effective enforcement strategies to target dangerous driving behaviors and assist in reducing auto crime. This includes enforcement and public awareness campaigns, technology, policy and legislation. Full details can be found in the Ministry of Justice and Attorney General's *Strategic Plan 2012 - 2017 Enhanced Traffic Enforcement Program*[6].

BC Association of Chiefs of Police Traffic Safety Committee

Through the MOU, the RSU provides funding and secretariat support for executive and general meetings of BC Association of Chiefs of Police Traffic Safety Committee (BCACP TSC). The BCACP TSC general membership, which is comprised of traffic police and road safety enforcement partners, is chaired by Chief Constable Jamie Graham (Victoria Police Department) and meets twice a year.

The committee's work is supported by a number of sub-committees: Enforcement; Administration, Training and Recognition; and Legal, Procedural and Technical. Together, these working forums serve to study and advance road safety enforcement issues.

[6] http://www.pssg.gov.bc.ca/policeservices/shareddocs/enhancedtrafficenforcementstrategicplan2012_17.pdf

In 2012, the BCACP TSC also endorsed two motions which were passed by the BCACP; both motions received commitment from the government for ongoing consultation and follow-up. The motions were:

1. Support for drug-impaired driving initiatives, including that the government develop new legislative and practical tool to detect and remove drug impaired drivers from BC roads; and
2. Requesting changes to the definition of "Winter tire" to improve safety and ensure standardization for enforcement purposes.

The BCACP TSC endorsed a motion that was passed by the BCACP in October 2011, establishing the 2012 provincial enforcement campaign schedule as follows:

Table 1: BCACP TSC Provincial Enforcement Campaign Schedule (2012)

Month	Campaign
May 1 – 31	High Risk Driving Campaign
July 1 – 31	Summer Impaired Driving Campaign (Alcohol/Drug)
September 1 – 30	Occupant Restraint Campaign Distracted Drivers Campaign
November 1 - 30	Speed Relative to Conditions Campaign
December 1, 2012 – January 1, 2013	Winter Impaired Driving Campaign (Alcohol/Drug)

Smaller local/regional campaigns as determined by the strategic needs of local units with local media and partnership support were also supported.

ETEP Operations Plan

The ETEP 2012 Operations Plan called for:

- enhanced program governance and accountability
- implementation of 2012 Memorandum of Understanding (MOU) to improve support to enforcement
- support for high risk driving[7] enforcement strategies, and
- strengthening impaired driving strategies

2012 ETEP program activities and enforcement efforts were directed towards those priorities; targeted campaigns, endorsed by the BCACP, also focused additional resources on provincial priorities of:

- reducing incidents of high risk driving, including distracted driving
- augmenting enforcement efforts against alcohol and drug impaired driving

[7] Depending on enforcement priorities identified locally and at the district level, police characterization of high risk driving may include: speeding, following too closely, failing to yield, ignoring traffic control device, improper passing, impaired driving and distracted driving.

- assessing best practices for Automated Licence Plate Recognition (ALPR) deployment in traffic enforcement, and
- renewing the province's auto crime enforcement strategy

ETEP Operations

In addition to the responsibilities to BCACP TSC and Governance Council previously described, ETEP is delivered through several programs and policy areas. The major program within the ETEP portfolio is the enhanced enforcement program, which was created to augment regular police traffic enforcement to reduce fatalities and serious injuries caused by motor vehicle collisions.

The enhanced enforcement program includes IRSUs, overtime activity for the IRSU's (IRSU OT), CounterAttack campaigns and the RCMP's Enhanced Road Safety Enforcement Initiative (ERSEI). IRSU OT, ERSEI, and CounterAttack campaigns support special or seasonal enforcement priorities coordinated with the BCACP campaign calendar. Outputs for enhanced enforcement will be presented following a more detailed discussion of IRSUs.

The two other major programs within the ETEP portfolio are the ISC program and IMPACT. Outputs and public safety benefits of the ISC and IMPACT are discussed following the enhanced enforcement analysis. A discussion of Traffic Safety Helicopters (TSH) and Automated Licence Plate Recognition (ALPR) concludes this section by demonstrating how technology enhances the scope and delivery of an enhanced traffic enforcement program.

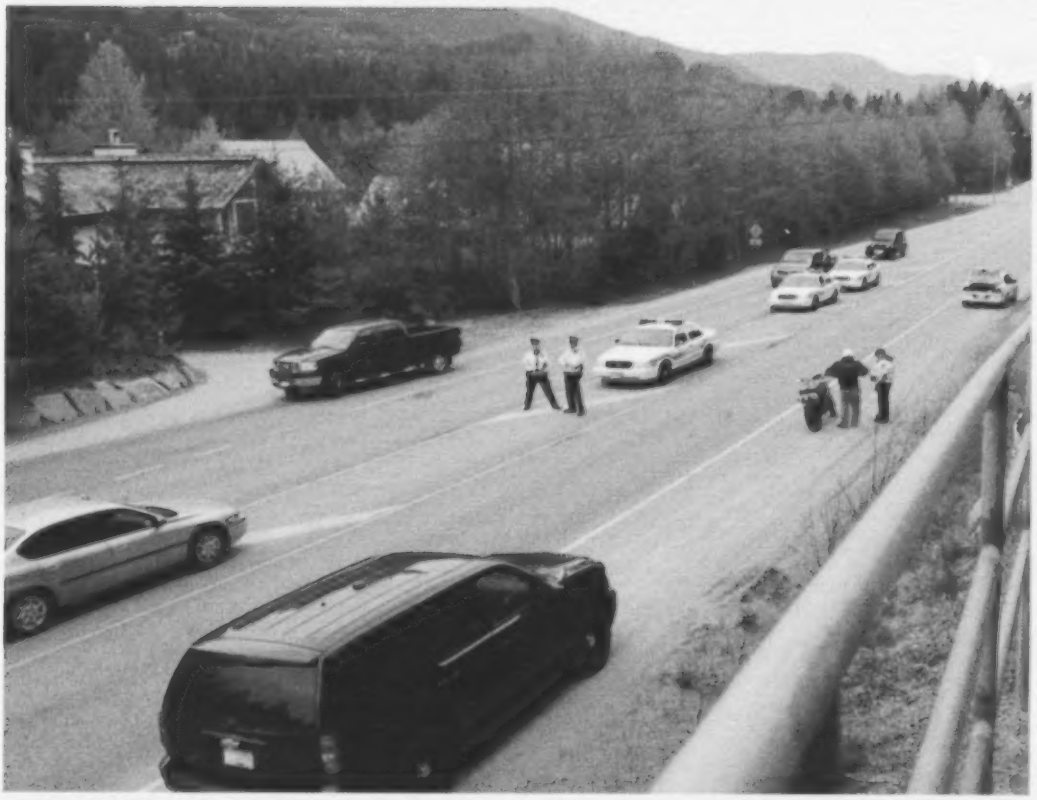


Photo credit: Greater Vancouver IRSU

Provincial Picture

The enhanced traffic enforcement program targets specific dangerous driving behaviours that most often contribute to motor vehicle fatalities and serious injuries in BC.

To demonstrate the importance of targeting enhanced enforcement on priority areas, provincial figures for fatalities and injuries with contributing factors in the five priority enforcement areas are presented in the following section.

Fatalities and Injured Persons

The graph and table below show that the number of fatalities increased in three of the five priority enforcement areas in 2012 compared to 2011: intersections, speed, and distracted driving. However, when all of the fatality counts for the five priority areas are summed, there was one less fatality in 2012 compared to 2011.

Figure 2: Summary of Fatalities[8,9] for EE Priority Enforcement Areas (2010 – 2012)[10]

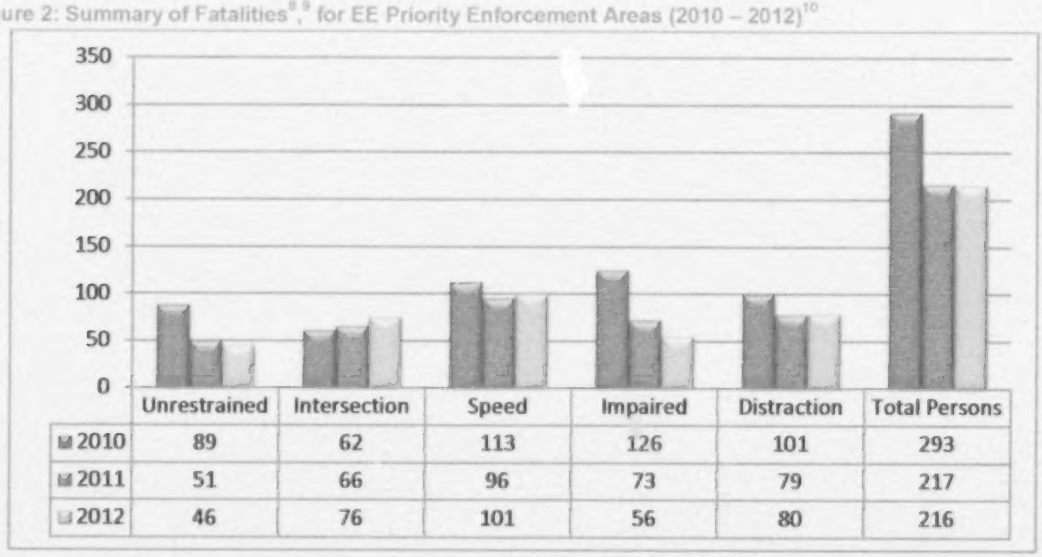


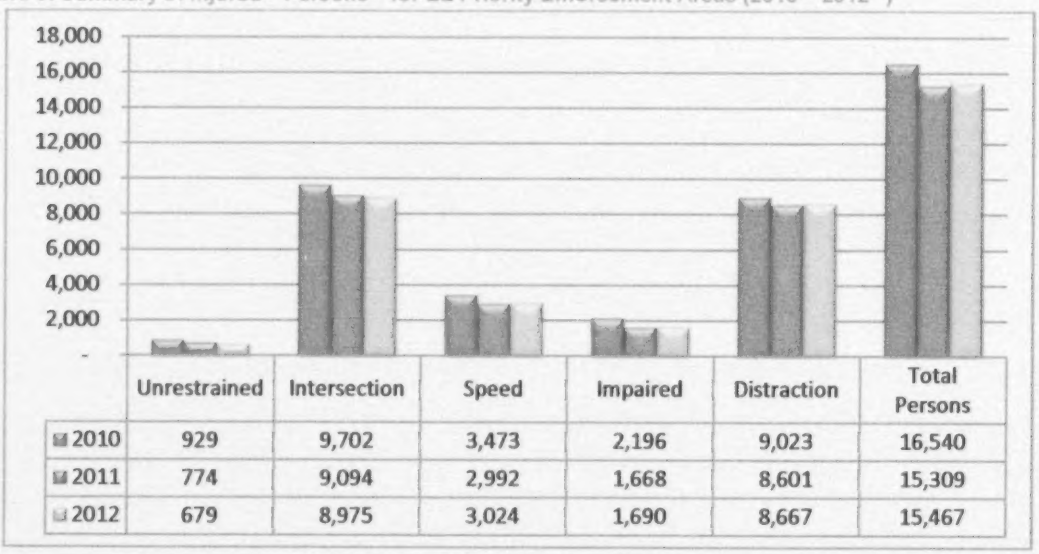
Table 2: Summary of Fatalities for EE Priority Enforcement Areas (2010 – 2012)

	2010 to 2011		2011 to 2012	
	% Change	Persons	% Change	Persons
Unrestrained	43% decrease	38 fewer persons	10% decrease	5 fewer persons
Intersections	6% increase	4 more persons	15% increase	10 more persons
Speed	15% decrease	17 fewer persons	5% increase	5 more persons
Impaired	42% decrease	53 fewer persons	23% decrease	17 fewer persons
Distracted Driving	22% decrease	22 fewer persons	1% increase	1 more person
Total (all 5 priorities)	26% decrease	76 fewer persons	0.5% decrease	1 fewer person

[8] Data retrieved from TAS and current as of June 30, 2013. It is anticipated that the 2012 total for fatalities will increase slightly as numbers settle.
[9] "Total persons" excludes double-counting and indicates accurate fatality counts. Up to four contributing factors can be cited regarding a single motor vehicle collision. Consequently, the five priority enforcement areas do not represent persons, but rather instances where this particular factor was cited as being involved with or contributing to a motor vehicle collision.
[10] Data retrieved from TAS and current as of June 30, 2013.

The graph and table show that the number of injured persons increased in three of the five priority enforcement areas in 2012: speed, impaired, and distracted driving. This resulted in an overall increase of 158 more injured persons in 2012 compared to the 2011 total.

Figure 3: Summary of Injured[11] Persons[12] for EE Priority Enforcement Areas (2010 – 2012[13])



	Unrestrained	Intersection	Speed	Impaired	Distraction	Total Persons
2010	929	9,702	3,473	2,196	9,023	16,540
2011	774	9,094	2,992	1,668	8,601	15,309
2012	679	8,975	3,024	1,690	8,667	15,467

Table 3: Summary of Injured Persons for EE Priority Enforcement Areas (2010 – 2012)

	2010 to 2011		2011 to 2012	
	% Change	Persons	% Change	Persons
Unrestrained	17% decrease	155 fewer persons	12% decrease	95 fewer persons
Intersections	6% decrease	608 fewer persons	1% decrease	119 fewer persons
Speed	14% decrease	481 fewer persons	1% increase	32 more persons
Impaired	24% decrease	528 fewer persons	1% increase	22 more persons
Distracted Driving	5% decrease	422 fewer persons	1% increase	66 more persons
Total (all 5 priorities)	7% decrease	1,231 fewer persons	1% increase	158 more persons

The analysis for both fatal and injured persons reveals that speed and distracted driving are the major contributing factors among the five priority enforcement areas. EE officers will continue to target these two priority areas, using the stricter sanctions introduced in 2010 to effectively address these emerging road safety issues. Holistically, the fatality and injured persons figures reiterate exactly why EE officers continue to target motor vehicle collisions involving improper seatbelt use, collisions occurring at intersections, or collisions where speed, impairment, and distracted driving were cited as contributing factors to the crash.

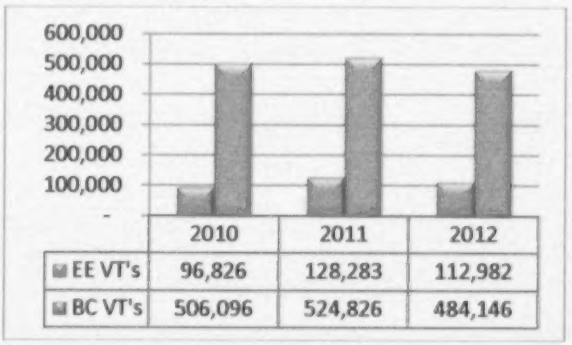
[11] "Injured" includes both seriously injured and injured persons.
[12] "Total persons" excludes double-counting and indicates accurate injury counts. Up to four contributing factors can be cited regarding a single motor vehicle collision. Consequently, the five priority enforcement areas do not represent persons, but rather instances where this particular factor was cited as being involved with or contributing to a motor vehicle collision.
[13] Data retrieved from TAS and current as of June 30, 2013.

Violation Ticket Output[14]

The majority of violation tickets issued by police officers (both RCMP and independent municipal police officers) and IRSU officers consist of the five priority enforcement areas. However, other infractions, such as commercial vehicle and pedestrian related offences, also contribute to fatality and injury figures and warrant enforcement action. In order to provide context for the amount of violation tickets generated by enhanced enforcement officers in each of these five priority enforcement areas, the violation tickets issued by enhanced enforcement officers are presented as a subset of the overall provincial total.

In 2010, EE contributed approximately 19% of violation ticket output to the provincial total. In 2011 and 2012, the EE contributed approximately 24% and 23% respectively to the provincial total. From 2010 to 2012, EE contributed an average of 22% of violation ticket output to the provincial total.

Figure 4: Violation Ticket Output
(EE as a subset of provincial total)



	2010	2011	2012
EE VT's	96,826	128,283	112,982
BC VT's	506,096	524,826	484,146

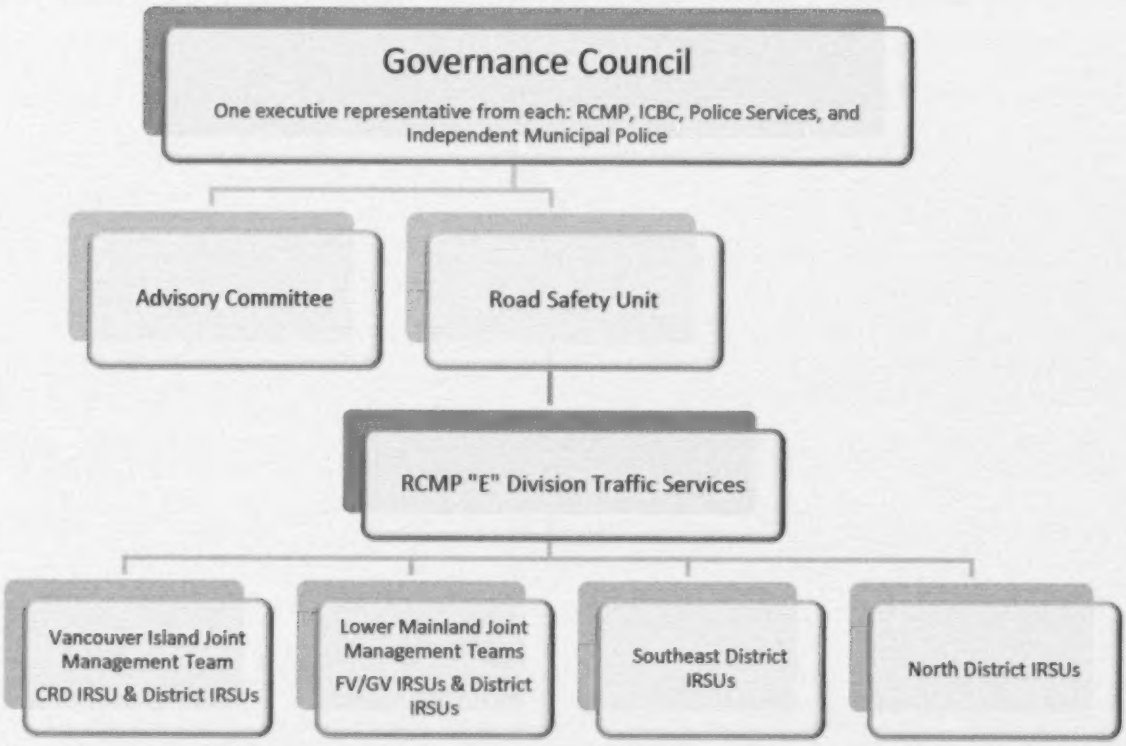
Photo credit: Hope Standard Newspaper

[14] IRSU and IRSU_OT VT's = intersections, unrestrained passengers, unsafe speed, excessive speed with vehicle impound, commercial vehicle, other (2010); use of electronic device (2011). ERSEI VT's = intersection, seatbelts, unsafe speed, vehicle defect, commercial vehicle, other moving, other non-moving (2010); excessive speed with vehicle impound and use of electronic device (2011); and pedestrian (2012). BC VT's = Careless Driving, Commercial Vehicle Offences, MVA Distraction Offences, MVA Intersection Offences, MVA Speed Driving Offences, Occupant Restraint Driving Offences, Other.

Integrated Road Safety Units

Enhanced road safety enforcement initiatives are delivered primarily through IRSUs. The concept of IRSUs was established in 2004. IRSU's are made up of both RCMP and independent municipal police officers and are located throughout the province. IRSU officers focus solely on targeting dangerous driving behaviours that contribute to injury and fatality collisions. These dedicated enforcement units, along with targeted overtime campaigns, deliver targeted enforcement to address the province's most serious road safety issues.

Figure 5: IRSU's as part of the Enhanced Traffic Enforcement Program


Governance Council
One executive representative from each: RCMP, ICBC, Police Services, and Independent Municipal Police
Advisory Committee
Road Safety Unit
RCMP "E" Division Traffic Services
Vancouver Island Joint Management Team
CRD IRSU & District IRSUs
Lower Mainland Joint Management Teams
FV/GV IRSUs & District IRSUs
Southeast District IRSUs
North District IRSUs

Currently there are over 180 authorized dedicated traffic enforcement officers from the RCMP and independent municipal police departments serving in 19 IRSU locations throughout the province[15]. IRSU officers use marked vehicles, unmarked vehicles and motorcycles to conduct the traffic enforcement operations. IRSU officers also enforce commercial vehicle standards, deal with other criminal offences, such as drugs and money laundering, and assist municipal and provincial traffic enforcement units with strategic traffic enforcement operations.

IRSUs are dedicated to reducing injuries and fatalities due to crashes through enhanced traffic enforcement[16]. Because traffic problems don't stop at municipal boundaries, specialized IRSU

[15] http://www.pssg.gov.bc.ca/policeservices/contactpolice/index.htm#irsu
[16] *Traffic and Road Safety Law Enforcement Funding Memorandum of Understanding.*

units work across traditional police jurisdictions to address the province's most serious road safety issues that contribute to fatal and injury crash reductions. Enforcement priorities for 2012 included:

- impaired driving (both alcohol and drugs)
- distracted driving
- speed
- seatbelts
- intersections

Priority Enforcement Area Output: Provincial and Enhanced Enforcement

The following section presents a provincial picture of violation tickets issued in the five priority enforcement areas. Enhanced enforcement (EE) output and analysis in these five priority enforcement areas is presented as part of the provincial total.

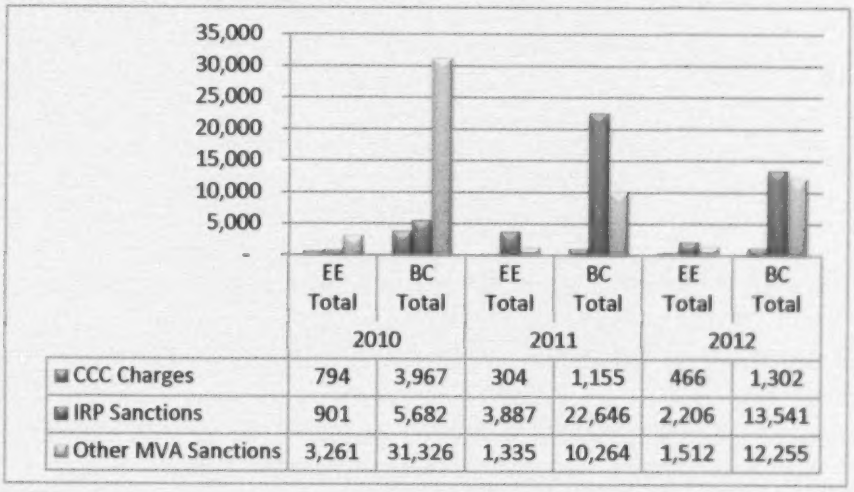
Impaired Driving

Alcohol and drug use in conjunction with driving[17] continue to contribute to BC's fatal and injury crash count. In support of the government's priority to reduce alcohol related driving fatalities by 35 percent by 2013, ETEP annually provides dedicated funding to police for two CounterAttack enforcement campaigns targeting impaired driving. The 2012 Summer and Winter CounterAttack campaigns were accompanied by public awareness efforts and enforcement advertising.

[17] According to ICBC (Business Information Warehouse) "impaired related crashes" are crashes where one or more of the vehicles had contributing factors: (i) alcohol involvement (ii) ability impaired by alcohol; (iii) alcohol suspected; (iv) illegal drugs; (v), ability impaired by drugs; (iii), drugs suspected; (iv) ability impaired by medication.

From 2010 to 2012 (on average), EE made the following contributions to the provincial total[18] for charges and sanctions for driving while under the influence of alcohol and drugs: approximately 27% of *CCC* impaired charges[19], 16% of Immediate Roadside Prohibition (IRP) sanctions[20], and 12% of other alcohol and drug related *MVA* sanctions[21].

Figure 6: CCC Impaired Charges and Alcohol and Drug Related MVA Sanctions (EE as a subset of provincial total)



	EE Total	BC Total	EE Total	BC Total	EE Total	BC Total
	2010		2011		2012	
CCC Charges	794	3,967	304	1,155	466	1,302
IRP Sanctions	901	5,682	3,887	22,646	2,206	13,541
Other MVA Sanctions	3,261	31,326	1,335	10,264	1,512	12,255

EE continues to make a significant contribution to the total number of provincial *MVA* and *CCC* sanctions available for driving while affected by alcohol and/or drugs. EE contributed to 12% of the provincial total in 2010, 16% of the provincial total in 2011, and 15% of the provincial total in 2012.

CounterAttack

Police conduct ongoing impaired driving enforcement throughout the year. In addition, both Summer and Winter CounterAttack campaigns are funded annually through ETEP. CounterAttack celebrated its 35th anniversary in 2012. This marks over three decades of targeted enforcement delivered primarily through police roadblocks/road checks, and public awareness efforts focused on raising awareness of driving while under the influence of alcohol or drugs and an increased police presence.

[18] The "BC Total" may adjust pending more accurate data from the CJB re: *CCC* impaired charges for the province.
[19] *CCC* impaired charges include alcohol and drug impaired driving. *CCC* impaired charges from 2011 may have been inflated by double-counting errors associated with entering IRP "fail" sanctions. This issue is currently being investigated.
[20] IRP data for 2010 includes only September to December. IRP's include 3 day, 7 day, and 30 day warnings (with and without vehicle impoundment) and 90 day fail/refuse sanctions. Police suspended use of the 90-Day IRP "Fail" from November 30, 2011 to June 15, 2012 while government made amendments to the legislation.
[21] Other alcohol and drug related *MVA* sanctions include 24 hour alcohol prohibitions, 24 hour drugs prohibitions, and alcohol Administrative Driving Prohibitions.

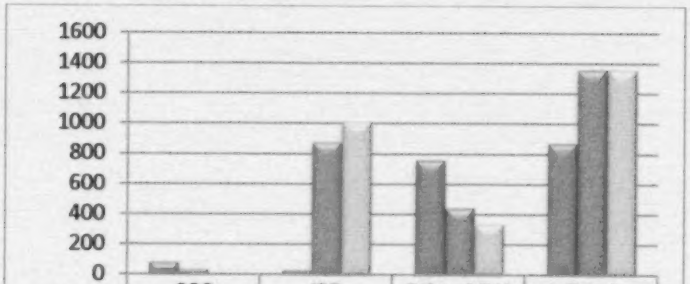
Photo credit: ICBC

In 2012/13, a total of $750,000 was allocated to independent municipal police departments who delivered over 6,800 hours of additional impairment-related enforcement between the Summer and Winter campaigns. The funding and output figures for the 2012/13 CounterAttack campaigns represent a 28% decrease in funding compared to 2011/12 (just over $1 million dollars) and a corresponding 25% decrease in enforcement hours compared to 2011/2012 (approximately 9,100). ETEP and CounterAttack efforts are making important contributions to the ongoing downward trend in fatalities related to driving while under the influence of alcohol or drugs.

From 2010 to 2011, EE CounterAttack output[22] increased by 55%. EE CounterAttack output from 2011 to 2012 was comparable, with less than a 1% decrease in output between the two years.

Immediate Roadside Prohibitions under the provincial *MVA* came into effect in 2010, and became the most dominant area of police activity in the EE CounterAttack campaigns in 2011 and 2012.

Figure 7: EE CounterAttack Output (2010 – 2012)



	CCC	IRP	Other MVA	Total
2010	82	32	760	874
2011	35	880	447	1362
2012	7	1014	338	1359

Total EE CounterAttack outputs for 2010 – 2012 included:

- 2010 output: *CCC* (9%), IRP (4%), other *MVA* alcohol/drug driving prohibitions[23] (87%)
- 2011 output: *CCC* (3%), IRP (65%), other *MVA* alcohol/drug driving prohibitions (33%)
- 2012 output: *CCC* (0%), IRP (75%), other *MVA* alcohol/drug driving prohibitions (25%)

Drug Recognition Expert Program

In 2012, police continued with "Drug Recognition Expert" (DRE) awareness and training to assist police in determining whether a driver is impaired by illegal, prescription or over-the-counter drugs. Dedicated funds were allocated for overtime call-out and DRE training. Twenty-four DRE's were re-certified and 240 officers were trained in Standard Field Sobriety Testing (SFST) to support the DRE program. Seven new SFST instructors were added to the instructor cadre.

As reducing drug and alcohol related driving incidents is a provincial priority, ETEP continues to support police and road safety partners in advancing understanding and training for enforcement relating to drug use and driving.

[22] CounterAttack output consists of the following: "*CCC*" includes Criminal Code charges for alcohol impaired and drug impaired driving; "IRP" includes Immediate Roadside Prohibitions; and "Other MVA" includes 24 hours alcohol, 24 hours drugs, and alcohol Administrative Driving Prohibitions.
[23] Other *MVA* alcohol and drug related driving prohibitions include 24 hour alcohol prohibitions, 24 hour drugs prohibitions, and alcohol Administrative Driving Prohibitions.

Distracted Driving

A 2011 Ipsos Reid survey conducted on behalf of ICBC reported that nearly 87 per cent of respondents believe texting or emailing while driving is one of the most risky things we can do behind the wheel, and 76 per cent reported it's just as dangerous as drinking and driving. Fifty per cent also consider talking on a hand-held cell phone while driving just as dangerous as drinking and driving.[24]

Use of personal electronic devices, such as smart phones, both calls and texting, while driving is a contravention of the *MVA* under section 241.1 that can result in a $167 fine and potentially three penalty points added to a driver's record.

The problem of distracted driving continues to be a source of concern for police. Despite ongoing enforcement and education campaigns, there is no lack of opportunity for police to identify violators. In 2010 police were issuing on average about 1,933 distracted driving tickets per month. In 2012, police issued on average 4,080 tickets per month.

Innovations in Road Safety: Driven to Distraction

In May 2012, the Canadian Chiefs of Police Traffic Committee and Police Services' Road Safety Unit hosted *Innovations in Road Safety: Driven to Distraction*, a national conference on distracted driving. The objective was to provide police managers, executives, and road safety partners with new tools and strategies to effectively manage the challenges presented by distracted driving in Canada.

Eighty delegates and industry representatives attended the conference in Vancouver. Speakers brought a range of experience and expertise, from the deputy commissioner level, to academics and senior public servants working together on road safety, driver behaviour and vehicle standards issues contributing to distracted driving.

Seminar and discussion topics included: distracted driving legislation in Canada; statistics and challenges in tracking and monitoring; the impact of distracted driving on collisions; effective enforcement initiatives; best practices for Canada; current and future distracted driving technology; and public awareness – how to change behaviours and attitudes.

BC officers and road safety partners played prominent roles in the conference as many BC enforcement and public education approaches are considered best practices in this rapidly evolving road safety issue.

The MOU partners and other road safety stakeholders continue to monitor this issue closely. BC in conjunction with other provincial/territorial jurisdictions supported the Canadian Council of Motor Transport Administrators (CCMTA) 2012 Distractions Survey.

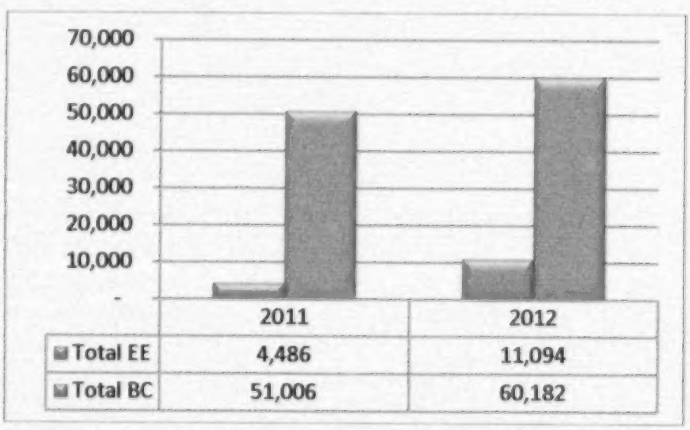
[24] BC Government media release: http://www.newsroom.gov.bc.ca/2011/09/zero-tolerance-for-distracted-driving-on-labour-day-weekend.html

Photo credit: Internet

CCMTA conducted a survey across Canada from September 5-21, 2012 with an objective to observe the frequency of drivers using hand-held electronic communication devices while driving in urban communities. Thirty six locations were chosen in BC, 16 on the Lower Mainland; six within Island District; six in North District and eight in Southeast District. The surveyors noted the type of vehicle, driver age and gender, whether there were any passengers in the vehicle and the type of device being used. It is anticipated that the results from this survey will be available in 2013.

In 2011, EE contributed approximately 9% of distracted driving[25] violation tickets to the provincial total. In 2012, EE's contribution of distracted driving violation tickets to the provincial total doubled to approximately 18%. From 2011 to 2012, EE contributed an average of 14% of distracted driving violation tickets to the provincial total. Distracted driving violation tickets issued by the EE increased 147% from 2011 to 2012.

Figure 8: Distracted Driving Violation Ticket Output (EE as a subset of provincial total)



	2011	2012
Total EE	4,486	11,094
Total BC	51,006	60,182

[25] EE distracted driving data was not available in 2010.

Speed

Speed remains a significant factor in vehicle crashes, so traffic officers continue to deploy tactics to deter speeders while at the same time educating them to the dangers. Speeding covers everything from driving too fast for conditions to speeds normally seen on a racetrack, not a highway.

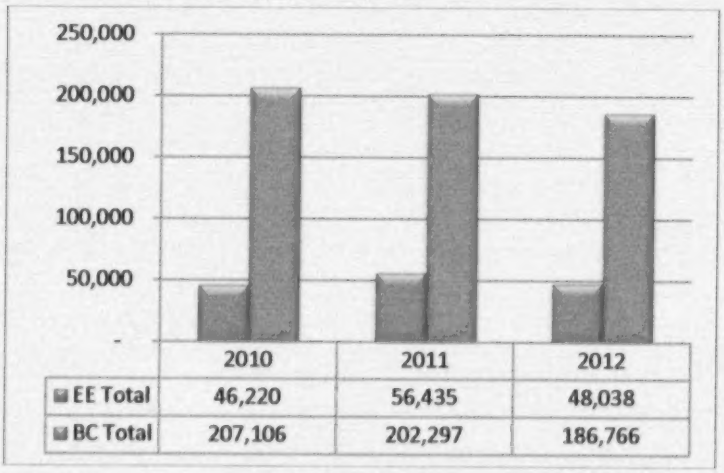
Photo credit: ICBC

In recent years, 'excessive speed' or speed 40km/hr over the posted limit has emerged as a new focus for traffic enforcement. Police can now impound any vehicle caught going more than 40km/hr over the posted limit. Vehicle impoundment is a powerful deterrent, depriving the first-time offender of their vehicle for a full week along with large fines and fees.

Photo credit: CTV Vancouver Island

In 2010, EE contributed approximately 22% of speed-related[26] violation tickets to the provincial total. In 2011 and 2012, EE contributed 28% and 26% to the provincial total. From 2010 to 2012, EE contributed an average of 25% of speed related violations to the provincial total. Speed related violation tickets issued by EE increased 22% from 2010 to 2011, and decreased 15% from 2011 to 2012.

Figure 9: Speed-Related Violation Ticket Output
(EE as a subset of provincial total)



	2010	2011	2012
EE Total	46,220	56,435	48,038
BC Total	207,106	202,297	186,766

Seatbelts (Unrestrained Occupants)

According to a Transport Canada study (2011)[27], BC has the second highest percentage (96.6%) of occupants using seatbelts in the country. This has been achieved, in part, by the dedicated focus of enforcement officers and road safety partners. However, each year, drivers and passengers continue to be seriously or fatally injured as a result of using restraints improperly or not wearing seatbelts at all.

Photo credit: ICBC

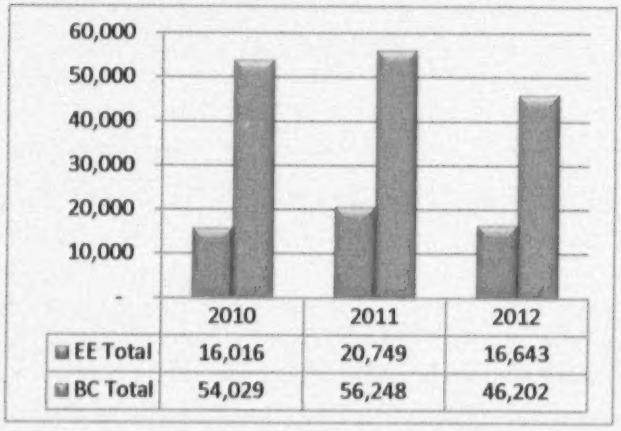
Police collision reconstructionists report that with improved engineering in modern vehicles proper wearing of occupant restraints, including child safety seats, is the single most important factor to reducing injuries and fatalities in motor vehicle occupants.

ETEP officers continue to target regions where lack of seatbelts has contributed to serious injuries and fatalities.

[26] Speed related output includes unsafe speed and excessive speed with vehicle impoundment.
[27] Road Safety in Canada. http://www.tc.gc.ca/eng/roadsafety/tp-tp15145-1201.htm#s31

In 2010, EE contributed approximately 30% of unrestrained occupant[28] violation tickets to the provincial total. In 2011, the EE contribution was approximately 37% and in 2012 the EE percentage was approximately 34%.

Figure 10: Unrestrained Occupant Violation Ticket Output
(EE as a subset of provincial total)



	2010	2011	2012
EE Total	16,016	20,749	16,643
BC Total	54,029	56,248	46,202

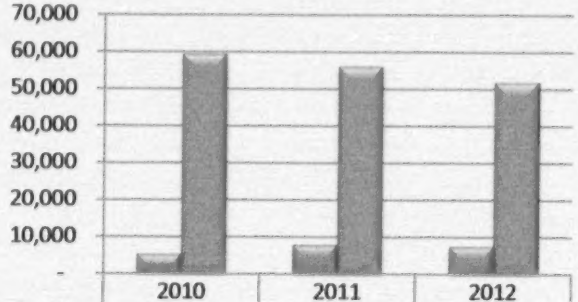
From 2010 to 2012, EE contributed an average of 34% of unrestrained occupant violation tickets to the provincial total. Unrestrained occupant violation tickets issued by EE increased 30% from 2010 to 2011, and decreased 20% from 2011 to 2012. This decrease in unrestrained occupant violation ticket output may be a function of enforcement's success in engaging the motoring public to buckle up.

Intersections

According to a five-year average of ICBC reported incidents from 2008 – 2012, approximately 60% of all crashes in BC occur at intersections (about 233 crashes every day)[29]. Because of the variety of driving decisions and the interaction of drivers, pedestrians and cyclists, these are locations where all road users need to be extra cautious and aware of their surroundings. Active enforcement of intersections is carried out to help reduce intersection infractions and reduce the number of injuries and fatalities.

In 2010, EE contributed approximately 9% of intersection violation tickets to the provincial total. In 2011 and 2012, the EE contributed approximately 14% and 15% respectively to the provincial total. From 2010 to 2012, EE contributed an average of 13% of intersection VTs to the provincial total. Intersection violation tickets issued by EE increased 47% from 2010 to 2011 and decreased 5% from 2011 to 2012.

Figure 11: Intersection Violation Ticket Output
(EE as a subset of provincial total)



	2010	2011	2012
EE Total	5,448	8,026	7,656
BC Total	59,556	56,217	52,036

[28] Unrestrained persons include those identified as not wearing a restraint (seatbelt, lap belt, infant and child restraint system and booster seat).
[29] http://www.icbc.com/road-safety/safer-drivers/intersection-safety

Intersection Safety Camera Program

The ISC Program was introduced in British Columbia in 1999 to reduce the high incidence of intersection crashes – often the most serious because they involve high speed and right angle crashes.

There are 140 high collision sites throughout BC[30] with a dedicated digital camera at each location. The cameras are operated strategically, at times of the day and week when historical and current data show the risk is greatest. This maximizes crash reduction/ public safety benefits, and cost-effectiveness of the provincial program, which is delivered in partnership with ICBC, RCMP and the Ministry of Justice.

Photo Credit: ISC Program

In 2012, ISC issued a total of 30,890 VTs, representing an increase of approximately 2% compared to 30,142 VTs issued in 2011. The dispute rate for both 2011 and 2012 remained steady at 6% despite the slight increase in VTs issued. Payment rates increased from 69% in 2011 to 91% in 2012, largely as a result of the decrease in the time from incident to receiving the VT. As well, a pilot program sending payment reminder letters to registered owners was initiated.

Table 4: Summary of ISC Violation Tickets Mailed (2010 – 2012)

	Old ISC Program	Upgraded ISC Program	Upgraded ISC Program	Analysis of Upgraded ISC Program
	2010[31]	2011	2012	2011 vs. 2012
Violation Tickets Mailed	20,500	30,142	30,890	2.48%

In 2012, the ISC Program was selected as a finalist for a Premier's Award in Innovation and Excellence for transformative work in upgrading its manual operation to a fully digital program with improved site selection, remote data transmission to a centralized ticket center and new prosecution model.

ICBC is currently conducting an independent review to study the effects of the expanded and upgraded ISC program on intersection collisions. PSD is a member of the Evaluation Team overseeing the study. Evaluation of ISC sites is being undertaken to ensure the best road safety results.

Location: SOUTHBOUND on DILWORTH DRIVE at SPRINGFIELD ROAD, KELOWNA, BC
Location Code: 48005 Date: 2012/04/08 Time: 10:14 Lane: 3 - Yellow: 3.4 seconds
Red: 24.8 seconds Elapsed Time: 0.6 seconds Speed Limit: 50 km/h Vehicle Speed: 49 km/h

Photo credit: ISC Program

[30] https://maps.google.com/maps/ms?hl=en&ie=UTF8&oe=UTF8&msa=0&msid=110832641771124554739.000494510b0891a4641f2&mid=1291843261

[31] 2010 does not include a full calendar year. Sites in the North, Interior and the Island were shut down approximately 4 weeks before the official shut down (December 2010) of the ISC Program which occurred as preparation for the ISC Upgrade transition.

Integrated Municipal Provincial Auto Crime Team

The Integrated Municipal Provincial Auto Crime Team's (IMPACT) mandate is to develop and deploy strategies to reduce auto crime throughout the province. The unit has been operational since 2003 and consists of specialized auto theft investigators from seven police agencies in the Greater Vancouver area. IMPACT serves all RCMP and independent municipal police jurisdictions in BC. IMPACT enforcement consists of the Enforcement Team (ET) and the BaitCar Program (BCP).

The ET is dedicated to identifying and apprehending auto thieves. The ET functions as a "plainclothes" police unit, conducting surveillance on identified stolen vehicles linked to auto theft suspects. The primary techniques used in operations include installing covert surveillance equipment on stolen vehicles, collecting evidence, and following a suspect until a safe arrest can be carried out. ET investigators are routinely requested by police agencies for assistance in investigations. The ET's technically advanced operations and collaborative efforts with police throughout the province have led to 234 arrests from 2010 to 2012.

The BCP functions separately from the ET. A bait car is a police vehicle disguised as a regular citizen's car. BaitCars are equipped with real time video and tracking systems allowing for remote vehicle disabling. IMPACT's BCP is designed to serve all of BC, with requests for bait vehicles coming from all regions. The BCP consistently receives positive media attention and public recognition. This is reflected by the program's "baitcar.com" visitor statistics and recall rates for "Steal a BaitCar. Go to jail", which is among the highest for any ICBC-sponsored programs. Through collaboration with ICBC and police agencies throughout BC, the BCP has led to 199 arrests of auto thieves from 2010 to 2012.

> "As an integrated team, we will be the centre of excellence in British Columbia, in the pursuit of innovative educational and enforcement that prevent, investigate, prosecute and reduce vehicle crime".

Together, these two operational areas of IMPACT have been responsible for 1,358 arrests over an eight year period, or an average of approximately 170 arrests per year.

Table 5: Summary of IMPACT Arrests and Stolen Vehicle Recovery (2010 – 2012)

	2010	2011	2012	2011 vs. 2012
BaitCar Program Arrests	74	61	64	+5%
Enforcement Team Arrests	76	68	90	+32%
Total IMPACT Arrests	150	129	154	+19%
Stolen Vehicle Recovery	216	161	140	-13%

Both the BCP and ET performed more arrests in 2012 compared to 2011, with an increase of 19% in total IMPACT arrests. In particular, the ET arrested 22 more auto thieves in 2012 compared to 2011, resulting in a 32% in arrests. 2012 saw 21 fewer stolen vehicles recovered compared to 2011, resulting in a 13% decrease. This may be due to the ET's focus on tracking and apprehending chronic auto thieves, which can involve longer-term investigations.

Air One & Two – Traffic Safety Helicopters

BC's Traffic Safety Helicopters, also known as Air 1 and Air 2, support traffic units in their efforts to limit the harm done by drivers on BC roads; in particular aggressive and impaired drivers as well as those involved in auto crimes. Air 1 and 2 also provide enforcement support for patrol vehicles responding to other types of public safety emergencies.

The TSH's were purchased in 2004 (Air 1) and 2009 (Air 2) through a partnership between the RCMP, ICBC and the province. The TSH's serve over 17 communities in the Lower Mainland where they assist in locating and monitoring suspects and vehicles that have fled from ground units.

Photo credit: ICBC

Evolving police-pursuit policies mean that Air 1 and 2 are rarely called to support police pursuits, but are more frequently called on to assist in locating suspects and vehicles that have fled from ground units.

Table 6: Summary of Air 1 and Air 2 Outputs (2010 – 2012)

	2010	2011	2012	Total
Arrests	219	158	83	460
***MVA* sanctions for alcohol/drug related driving**[32]	35	40	21	96
***MVA* violation tickets**	64	78	52	194
Vehicles Impounded	37	94	59	190
Stolen vehicles recovered	141	118	41	300
BaitCar assists	12	8	5	25

Between 2010 and 2011, the introduction of IRP and excessive speeding with vehicle impound legislation likely contributed to the decreasing trend in arrests and increases in the number of vehicles impounded. All output categories decreased in output from 2011 to 2012, which may be attributed to staffing challenges and a 31% reduction in total flight time for the TSH's over these two years. Considering 2010 to 2012 output on average, the majority of TSH output involved arrests/charges (36%), followed by recovering stolen vehicles (22%), vehicle impoundments and issuing *MVA* violation tickets (16% each), *MVA* sanctions related to driving influenced by alcohol/drugs, (8%) and assisting BaitCar with tracking live vehicles operated by auto thieves (2%).

[32] *MVA* sanctions for alcohol/drug related driving include 24 hour suspensions for alcohol/drugs and Immediate Roadside Prohibitions.

Automated Licence Plate Recognition

The Automated Licence Plate Recognition (ALPR) program is designed to make BC roads safer by identifying licence plates associated with stolen vehicles, prohibited drivers, unlicenced drivers, uninsured vehicles, stolen vehicles and vehicles linked to persons subject to a *Criminal Code* arrest warrant.

In British Columbia, police agencies use ALPR to remove unlawful drivers from the roads by identifying *Motor Vehicle Act* infractions and criminal activity that would, in many circumstances, go undetected.

RCMP "E" Division Traffic Services is responsible for the daily management and delivery of the ALPR program for all police agencies that use this technology in BC. ALPR technology consists of cameras mounted in or on police vehicles that capture images of vehicle licence plates and instantly check the licence plates against a secure police database.

The graphs below depict the number of licence plates scanned by ALPR[33], and the number of 'hits' that are registered during all of these scans. These graphs reveal that when comparing the number of 'hits' to the total number of licence plates scanned, the proportion of 'hits' to licence plate scans showed a slight but consistently decreasing trend from 2010 to 2012 (1.8%, 1.5% and 1.2% respectively). The increasing trend in the proportion of licence plate 'hits' per licence plates scanned is likely influenced by the increased number of ALPR units operating in 2012 (compared to 2010 and 2011).

Figure 12: Licence plates scanned by ALPR (2010 – 2012)

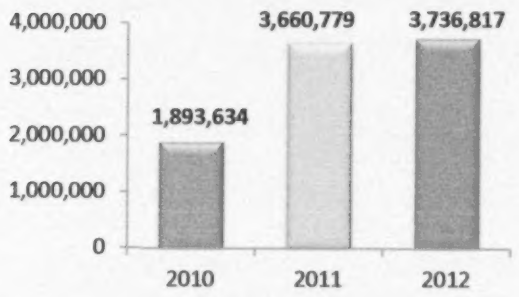
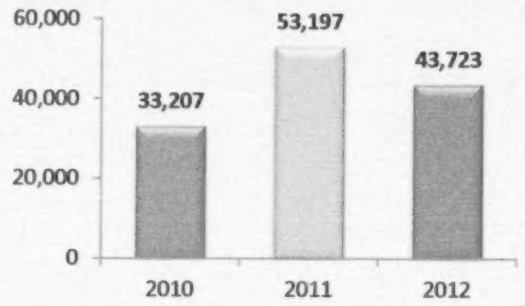


Figure 13: 'Hits' from licence plates scanned by ALPR (2010 – 2012)



From 2010 - 2012, the number of licence plates scanned increased by 93% from 2010 to 2011, and 2% from 2011 to 2012. The number of licence plate 'hits' increased by 60% from 2010 to 2011, and decreased by 18% from 2011 to 2012.

[33] ALPR units funded by ETEP include IRSU, IMPACT, and select independent municipal police departments.

Table 7: Summary of ALPR 'Hits' and Action Taken (2010 – 2012)

	# of 'Hits'	% of 'Action taken'[34]	% of Charges[35]	% of 'Other police response'[36]
2010	33,207	30%	36%	14%
2011	53,197	32%	32%	11%
2012	43,723	33%	34%	10%

Although the number of 'hits' varies from 2010 to 2012, the proportion of enforcement action has remained relatively consistent. From 2010 to 2012, an average of 43,376 'hits' occurred from licence plates scanned by ALPR. During this period, enforcement action was taken on an average of 32% of registered 'hits'. Charges were laid in an average of 34% of 'action taken' situations and police responses other than laying a charge, occurred in an average of 12% of 'action taken' situations.

In July 2012, the Office of the Information and Privacy Commissioner (OIPC) for BC undertook an investigation into Victoria Police Department's use of ALPR and issued a report in November 2012 entitled "*Use of Automated Licence Plate Recognition technology by the Victoria Police Department*". RCMP "E" Division and Police Services agreed to work together to address the recommendations raised by the OIPC. This report can be found on the OIPC website[37].

More information on the use of ALPR by traffic enforcement in BC can be found on the Police Services Division website[38].

Research, Policy and Training

IMPACT Review

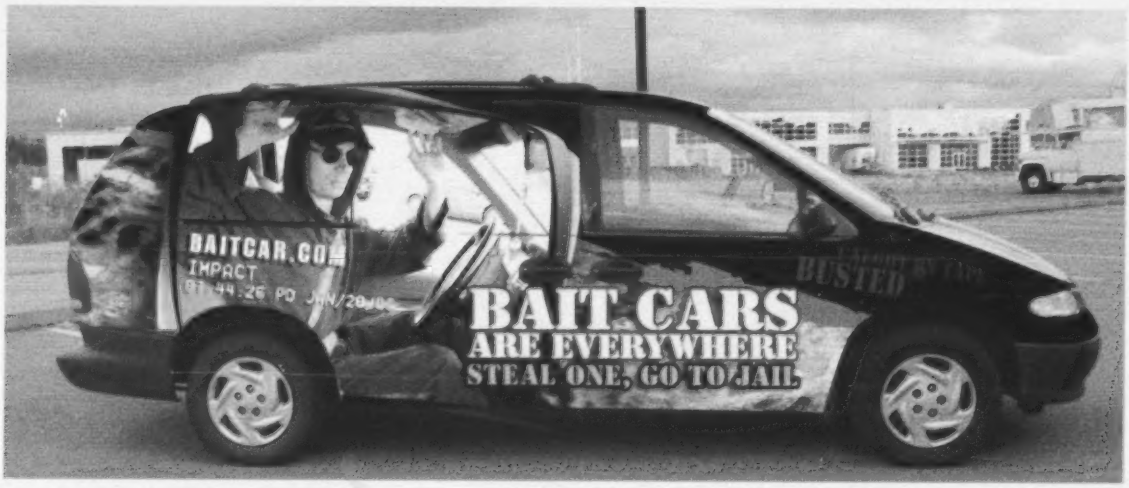
As part of the 2012 MOU, the RSU agreed to undertake a review of IMPACT operations, including the BaitCar initiative. Research, qualitative and quantitative analysis and stakeholder consultation will form the basis of the IMPACT review with the goals being to:

1. Conduct a historical review of IMPACT's role in the reductions of auto crime observed in BC since 2004, and
2. Together, with ICBC and stakeholders, make recommendations for a new multi-year strategic plan for IMPACT and its role in targeting auto crime.

In July 2012 a review committee consisting of ICBC, IMPACT and RSU members was formed. Under the guidance of the review committee the structure and deliverables were identified and

[34] "Action taken" refers to instances where police laid charges pursuant to the *CCC* and/or *MVA*.
[35] "Charges" represents the percent of *CCC* or *MVA* charges that were laid from the '% of action taken' category.
[36] "Other enforcement action' represents the percent of police taking some enforcement action/property recover/seizure other than a *CCC* or Provincial statute charge (although includes *MVA* sanctions such as IRP's and ADP's) from the 'percent of action taken' category.
[37] www.oipc.bc.ca/investigation-reports/1480
[38] http://www.pssg.gov.bc.ca/policeservices/roadsafety/index.htm#licenceplatecameras

timelines established. Significant stakeholder consultations were conducted, interviews with police officers were held and an independent research consultant was hired to conduct data analysis of auto crime statistics and program data. RSU began drafting the report in late 2012. The final report will be presented to the ETEP Governance Council in 2013.



Study of Provincial Traffic Policing and Enforcement (2006 – 2011)

The *Study of Provincial Baseline Traffic Resources 2006 – 2011* was also a 2012 MOU deliverable. The study was undertaken to update information on the human and financial resources for traffic-related policing in the province. Representatives of the RCMP provincial and municipal traffic units, the RCMP Corporate Management and Comptrollership Branch, nine independent municipal police departments with dedicated traffic units, and other police agencies that conduct traffic enforcement as part of general enforcement were consulted as part of the study.

The *Study of Provincial Baseline Traffic Resources 2006 – 2011* will be delivered to the Governance Council in 2013 and will assist with future strategic alignment of resources within ETEP.

2012 Roadside Survey

BC has been conducting night time roadside surveys since 1995. During the 2012 survey, drivers in Saanich, Vancouver, Abbotsford, Prince George and Kelowna were randomly sampled from 21:00 to 03:00 and asked to provide a voluntary breath sample to measure their alcohol use and an oral fluid sample to be tested subsequently for the presence of drugs. ETEP supported the participation of police officers who were responsible for flagging vehicles into the survey site and traffic control. Of the 2,840 vehicles selected, 86% of drivers provided a breath sample and 71% provided oral fluid sample.

The provincial survey is a partnership between the Office of the Superintendent of Motor Vehicles (OSMV), ICBC, BCAA Road Safety Foundation, MADD Canada, as well as Transport Canada and Police Services Road Safety Unit. The *2012 Roadside Survey*[39] shows that drug use among drivers is not uncommon and that the pattern of drug use by drivers differs from that of alcohol use. For example, while the prevalence of alcohol use increases during late-night hours, especially on Friday and Saturday nights, drug use appears more consistent across days and times. This suggests that driving after drug use will require a distinct approach to enforcement, public education, prevention and research.

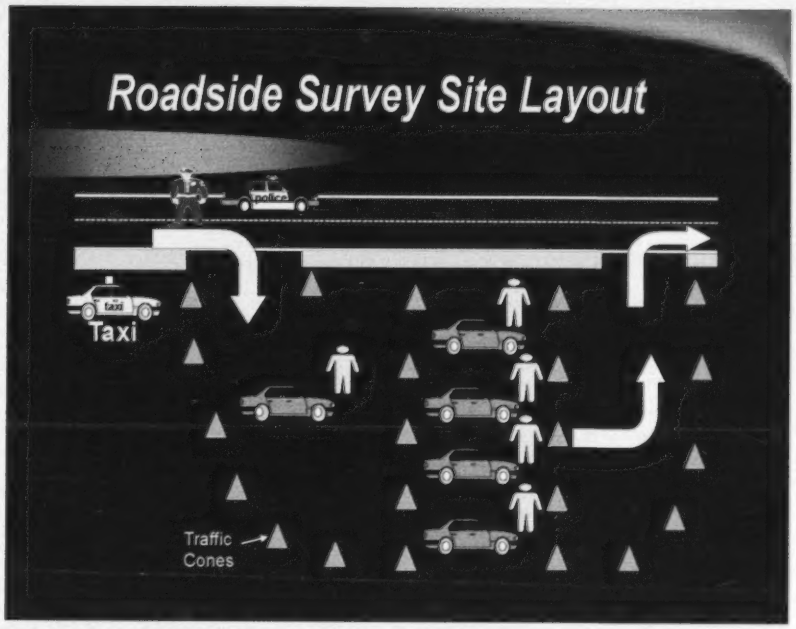


Photo credit: Beirness and Associates

In comparison to previous surveys conducted in BC, the proportion of drivers found to have been drinking has been reduced substantially.

The complete *2012 Roadside Survey* as well as previous editions of the Roadside Survey conducted in 2010 and 2008 can be accessed from the OSMV website[40].

Motorcycle Exhaust Noise

Although not strictly a road safety issue, excessive motorcycle exhaust noise is a very real "noise pollution" annoyance to many citizens in BC. The *Motor Vehicle Act Regulations (MVAR)*[41] specifies standards for vehicle mufflers, including a prohibition on cut-outs, part removal, alterations and use of devices to increase exhaust noise.

In Fall 2012, the RSU conducted a survey of traffic enforcement sections throughout the province to determine the extent of the problem and issues facing enforcement. Close to 100 police responses stated that excessive motorcycle exhaust noise was a problem in their jurisdictions and provided feedback on effective enforcement approaches.

[39] http://www.pssg.gov.bc.ca/osmv/shareddocs/bc-roadside-report2012.pdf
[40] http://www.pssg.gov.bc.ca/osmv/data/index.htm
[41] Division 7, Section 7.031

The RSU participates in a Motorcycle Exhaust Noise Working Group with the Commercial Vehicle Safety and Enforcement (CVSE) branch of the Ministry of Transportation and Infrastructure (MoTI). MoTI is the lead agency on vehicle standards.

Advanced Traffic Training: Justice Institute of British Columbia (JIBC)

The RSU provides funding to the JIBC principally for municipal police officers to receive specialized traffic-related training.

In recent years, the JIBC and the RCMP Pacific Regional Training Centre (PRTC) have explored opportunities to maximize training efficiencies; this has resulted in some RCMP IRSU officers accessing JIBC courses while some independent municipal officers have attended PRTC courses. The JIBC program provides advanced traffic training on areas such as:

- Impaired driving detection and Standardized Field Sobriety Testing;
- Blood Alcohol Content (BAC) testing certification;
- On scene collision investigation;
- Crime scenes diagramming;
- Forensic mapping;
- Commercial Vehicle Police Enforcement;
- Drug Recognition Expert;
- Collision analysis, and
- Pedestrian collision

Table 8: JIBC Advanced Traffic Training Courses and Participants (2010 – 2012)

	Participants		
Course Description	**2010**	**2011**	**2012**
BAC Datamaster C Certificate Course	65	21	
Basic Collision Investigation	19	27	10
Commercial Vehicle Police Enforcement		7	16
Drug Recognition Expert	22	18	
Intoximeter Conversion Course			118
Standard Field Sobriety Test		18	
Total Participants	**106**	**91**	**144**

Ministry of
Justice